

Master Plan Developments on the Headquarters Langley Site

The following information is an explanation of the Agency's development of a Master Plan concept for construction at Langley. It is in line with the request received from Mr. Hromanik in two telephone conversations with [ ] Chief, Building Planning Staff, on 23 and 29 July 1971. The desire for an Agency Master Plan explanation at the National Capital Planning Commission (NCPC) hearing also has been discussed by Mr. Hromanik with [ ] Staff Architect, RECD, and mentioned to John W. Coffey, DD/S.

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Mr. Hromanik recommended that the statement might start with the briefing presented to Donald F. Bozarth, Director, Current Planning and Programming, NCPC, and himself in the fall of 1969. In this briefing some of the schematic use plans for the Headquarters site were reviewed with them in Mr. Bannerman's (former DD/S) office. In this briefing, description of the schematic use plans touched upon the crowded conditions with which the Agency would be faced. Current pleasant and aesthetic "campus type" environment would be destroyed as a result of the forced location of new facilities into areas now covered with woods or lawn. There would be a need for constructing expensive parking structures. The explanation also directed the attention of Mr. Bozarth and Mr. Hromanik to the fact that the necessary expansion of utility systems and service structures, including a garage, would be in areas adjacent to the back (west) property line and in the vicinity of the present power house and water tower. The NCPC representatives were informed that the need for planning further utilization of the present Headquarters site was based upon the desire to economize on the Agency's operations in the Washington Metropolitan Area and bring greater efficiency to internal operations. A concluding point was that the present site could not accommodate, with any semblance of good taste and design, the consolidation of the Agency's activities and thus additional land was essential. The need for the Scattergood-Thorne Tract was mentioned as well as an anticipated requirement for some of the Bureau of Public Roads land if it should ever become available.

In mid-1970 Mr. Bannerman, during a discussion with Charles Sheffey, Director, Research and Development, Federal Highway Administration (FHWA), was informed that their test track would not be constructed. Mr. Bannerman came away from that meeting with the impression, therefore, that some of the Fairbank Highway Research Station (FHRS), Bureau of Public Roads (BPR), land might become available in the near future. He asked that the Building Planning Staff develop a "use plan" for the amount of land which would be required to accommodate an Agency consolidation on an expanded Langley site incorporating the planned use of the Scattergood-Thorne Tract as well. This use plan was prepared and presented to General Services Administration (GSA) in September 1970 with a briefing on the nature of the use to which the desired land would be put. Included in this plan was a service area oriented to the west and south of the present power house and water tower and away from the regular office and special purpose Agency activities. The garage and official parking stand were included within

the service area near the southwest corner of the Langley site and almost adjacent to the South Parking Lot. The service area or zone is considered as a part of the necessary buffer area surrounding the facilities housing the regular Agency operations, as is the belt of parking areas to the west and north. Beyond these lay the Government controlled area which was expected to remain under the control of the FHWA (FHRS, BPR).

On 21 May 1971 a letter was forwarded by L. E. Nunnally, Regional Director, Property Management and Disposal Service, GSA, advising this Agency and other elements of the Government that FHWA had submitted its report of excess land covering the former FHRS site. This letter indicated that FHWA was retaining only approximately 31 acres surrounding its present buildings. A response from this Agency was solicited in this correspondence.

Realizing that much of the land formerly included in the FHRS site might, as a result of this action, revert to public use through the National Park Service, the Agency felt compelled to clearly identify its essential requirement for a buffer zone to the west and south with the remaining FHWA site on the north and the existing CIA Langley site to the east as protection on those sides. This, it was believed, could provide the Agency with the needed buffer area and at the same time allow for the construction of the facilities to accommodate those Agency activities in the Washington Metropolitan Area now located away from the Langley site. A new land use schematic plan was developed on the above basis. (An accompanying chart was prepared which depicted the Agency's position. This chart was made available to GSA and at a later date was shown to Mr. Bozarth and Mr. Hromanik during a meeting in the latter's office which included Mr. Coffey and [REDACTED] In this plan which represented the third major phase in the development of the Agency Master Plan for the Langley site, a service area again was projected from the present power house and water tower to the south and west. Again the garage and official vehicle parking area were included in this service area thus placing it away from the regular Agency operations.

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In late June and July of 1971, through a series of correspondence, meetings, and telephone conversations, the Agency was made aware that its request was not accepted in total. However, allowing public access to land adjacent to the present Headquarters site would eliminate the essential buffer zone required by sound security requirements. A special briefing to this point was effective in conveying this message to key GSA representatives. The final decision placed the projected western border of the expanded CIA site to the east side of the present FHRS road from Route 193. Anticipating that this line will become the final boundary and that FHWA will continue to retain the land to the north of this new section, the Agency will set up a narrow and somewhat less than desired buffer zone to the west and south. FHWA fencing and control of its parcel of land will provide the necessary buffer in that direction.

The limitations imposed by this decision will force the Agency into only a partial consolidation effort. Therefore, the Agency finds that it will be compelled to completely recast its Master Plan concept. New considerations must be given to office

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clustering and working relationships of various Agency elements which will have to be considered either to be brought back to the Headquarters site or not. Depending upon which elements will be returned, the amount of space required for parking will have to be adjusted. Also the requirements for augmentation of existing utilities and structures will have to be examined. With all of this, it's still a basic governing principle that the service zone will be keyed to the present power house and water tower and will lie to the west and south. The axis to this zone will, however, have to swing to a line which will be almost directly south along the Scattergood-Thorne property line instead of the more westerly orientation which had held in the master planning being developed during the last two years. Here, too, the garage will be located in the southwest corner of the present Langley site with the official vehicle parking area adjacent on the 2.3 acres recently acquired on a Use Permit basis from FHWA for that purpose. A proposed land use schematic is reflected on the display chart. As is apparent on the chart, no construction of the facilities for housing these Agency operations will be located in the proximity of the service zone.

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